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owners and the mine workers. The wage controversy can be settled without concert of action to stop the output of coal mines, and the government stands ready to do everything in its power to facilitate an amicable settlement of the controversy. In the meantime, the law must be enforced, and combinations to stop production cannot be tolerated.

Despite the hopeful tone of the message to the Department of Justice from Mr. Wilson, there is no sign of the desire to bring the same sort of combination of labor and management operators and the miners. Secretary Wilson of the Labor Department carried with him Hugh Keeney, head of the department's force of mediators, and H. Davis of Kentucky, James L. McLean of Pennsylvania, and William Rodgers of Texas, and others of his department in those states. They talked with Attorney General Palmer but maintained the position he had



Whatever uncertainty there may be in the election of your party candidate today, there is one candidate for a real position, who is elected every day.

His family name is "Shirt," and he answers to the given name of "Par-amount."

He has no strict party affiliations—therefore universal in his appeal to men who believe in dressing well economically.

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To wear with one's own furs. Fashionable materials in the newest fall colorings especially suitable for town use at the present time.

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Several unusually good models in velour and plain or novelty suiting with collars and cuffs of mole, seal and alpaca.

assumed since the strike began and declined to discuss strike developments.

There was a suggestion, however, that these conditions might be considered if a commission were created by President Wilson to mediate between the operators and the miners. The idea that they might undertake to deal directly with the locals in their states, and not with the national officers of the United Mine Workers, was advanced but not given much credence.

Then the situation changed to a degree so that even the pessimists do not now expect the government will not attempt to settle between the two forces until the strike is called off and the government hardly looks for the miners' leaders to call it off until there has been a more accurate test of strength than yet has been given. No intimation has come from the miners that they have changed their position in this particular and that they are willing to end the strike, negotiate and leave matters where negotiation cannot solve to arbitration.

Miners Fear Delay

One of the main objections by miners to arbitration of points unbroken in negotiation has been the feeling that arbitration means a delay of months, during which the men will not get advanced wages or shorter hours and the operators will be free to charge the prices on coal set by the fuel administration, under which the miners say they are making profits of about \$1 a ton. It was said tonight that the miners' leaders are not willing to give up the right to strike, and President would not be willing to set a reasonable limit, possibly sixty days, on the work of any arbitration commission, which he might appoint to meet this objection of labor.

So far as the government, generally speaking, is concerned, the efforts to bring about mediation have been successful. Secretary Wilson, though not in agreement with other members of the Cabinet, is not anxious to see a settlement effected in this way, but some of them probably would not be loath to discover that the miners could not win the strike, in view of the tendency of other branches of the industry to strike the last four weeks.

The Department is continuing its preparations to do anything necessary to carry coal in case the railroads are tied up through lack of coal to run the locomotives, a contingency now regarded as remote but not impossible.

Avalding, as remote as wartime information it has listed all the motor trucks in the United States that could be used to transport coal, and would be prepared to use them if necessary to carry coal and food.

Oil Fuel Possibilities Studied

The railroad administration has received a report that many manufacturers are looking into the possibility of using oil fuel in industry, and while it does not believe that in the present crisis industry could save itself by turning to oil some of its officials do feel that if oil operators and miners discovered this as a tendency, the day they may come to depend on it as a factor to be considered in their fight.

An announcement was made to-day that the United Shipping Board ships are loaded with coal for export and permitted to sail and that no more will be loaded for export.

It became known to-night that while there has been no evidence of sailing of oil, the authority com-

manding the oil fleet has issued a

directive to all oil companies to

cease oil storage or distribution,

or to board or monopolize any necessities, or to engage in any disreputable, deceptive or wasteful practices to make any unjust or unreasonable rates or charges in handling or dealing in necessities.

"It is further made illegal for two or more persons to conspire to limit the facilities for transshipment, producing, harvesting, manufacturing, shipping, storing or dealing in any necessary to restrict the supply or distribution thereof to any person or lessor the manufacture or promotion in order to enhance the price thereof, or to exact excessive prices for any necessities, or to adopt the doing of any such and unlawful acts."

"On October 1 the President issued a proclamation to restore the rules, regulations and orders under which the administration operated prior to January 1, 1918. The regulations limiting the prices of bituminous coal and the lawful commissions and margins dealers have again come into operation.

The prices that now can be lawfully charged are the same as those in effect under the regulations of the coal administration on January 31, 1918.

The penalty for any violation of the act, including the exacting of excessive prices, is a fine of not more than \$5000.

Mr. Cunningham, secretary of the association, who gave the report, also reported that the operators of the New River Coal Association were encouraged, and announced that employers from all areas paralyzied by the strike will meet in Charleston to-morrow, when a public invitation will be extended to striking miners to return to work.

Coal production in West Virginia has been well along, said Mr. Cunningham, and he added that indications pointed to a quick return to normal conditions. He had men in numerous sections of the state who displayed a desire to return to work, but were waiting to "see what happens."

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Plot to Wreck Steel Workers' Train Foiled

CHICAGO, Nov. 3.—What police authorities believe was a deliberate attempt to wreck a Gary & Interurban special train, carrying 100 steel workers to the Gary, Ind., mills was frustrated to night after a conductor on a Michigan Central train that runs parallel to the Interurban reported that he had seen two young men piloting railroad ties on the Interurban tracks.

A wrecking crew was rushed to the scene and the ties were removed just as the Interurban came into sight. It would have been difficult to stop the train carrying the workers, for all block signals had been passed.

furnishing deputies to guard stripping company property as rapidly as men can be found.

"Military Control" Posted in Wyoming

Infantry and Cavalry Ordered to New Mexico to Do Strike Duty

SHERIDAN, Wyo., Nov. 3.—At the direction of Brigadier General D. A. Poore, commandant at Fort D. A. Russell, proclamations were posted to-day in all Northern Wyoming coal camps establishing "military control" throughout Wyoming. William Thompson, acting major of the cabinet of the Cabinet, is not anxious to see a settlement effected in this way, but some of them probably would not be loath to discover that the miners could not win the strike, in view of the tendency of other branches of the industry to strike the last four weeks.

The Department is continuing its preparations to do anything necessary to carry coal in case the railroads are tied up through lack of coal to run the locomotives, a contingency now regarded as remote but not impossible.

Avalding, as remote as wartime information it has listed all the motor trucks in the United States that could be used to transport coal, and would be prepared to use them if necessary to carry coal and food.

Oil fuel possibilities studied

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